

NO CHANGE IN MARKET

Yesterday Was Irregular and Firmness Noted Early Gave Way Before the Closing.

RAILROAD EARNINGS POOR

Week's Exports of Gold Surpasses All Shipments Yet Made From New York.

(By Associated Press.)

NEW YORK. April 29.—There was little change to-day in the tone or character of the stock market, which was one of apathy and irregularity with narrow bounds at the opening of the trading day. The news was not favorable to values, and the early firmness gave way before the closing. That firmness was due rather to a lack of absence of selling interest than to any positive buying by stocks. London also helped in a sympathetic way, but did nothing practical in the way of buying stocks. Reports of railroad earnings to hand-to-day made a very poor showing.

Stocks held rather firmly, however, until the announcement of the engagement of \$15,000,000 gold for the month of May by J. P. Morgan & Company. This brings the total engagements for the week up to \$12,800,000, which is far in excess of any exports from New York for a single week heretofore. The market was not greatly affected by this heavy drain, but the movement had an effect on sentiment. The only price movements of importance were in specialties, the leading stocks having shown no signs of closer association. Tennessee coal was forced down on reports of reinstatement of old control in the property. Erie's poor March earnings continued to depress the market. Amalgamated Copper seemed to be affected by the strength of the copper market. The advance in the United States rubber stocks was unexplained. The heavy gold engagement and little effect on the exchange market. Reports of a syndicate to take the \$37,000,000 city bond issue indicate the prospect of continued expansion of the loan and time of the bank. Total sales bonds value \$185,000. United States 2% advanced 1-8 and the new 1-4 per cent. on call.

Total sales were 188,000 shares.

MONEY AND EXCHANGE CLOSE. Money on call, easy 160-1 per cent.; closing bid 160-1; time loans 160-1 and 160-2; sixty and ninety days 160-1 and 160-2; prime mercantile, 160-1; 160-2 per cent.; sterling exchange firmer, with actual business in bankers' bills at \$15,579.45 per cent. for demands and at \$14,846.85 per cent. for short bills, and at 160-1 and 160-2 per cent. commercial paper, \$14.83-1/2-18-8; bar silver, 54-5-8; Mexican dollars, 45-1-2.

RICHMOND STOCK MARKET.

Richmond, Va., April 29, 1904.

SALES: Bankers and Brokers.

	Open	High	Low	Closing	SALES:	Open	High	Low	Closing	Bid Asked
14200 Amalgamated Copper	40	40	38	40	900 Missouri Pacific	924	924	924	924	924
1200 Amer. Car and Foundry	175	175	175	175	Nash. Chat. and St. L.	1054	1054	1054	1054	1054
Amer. Cotton Oil	100	100	98	100	140 New York Central	1154	1154	1154	1154	1154
Amer. Gas	100	100	98	100	1200 Norfolk and Western	974	974	974	974	974
Amer. Smelt. pfd.	90	90	88	90	1700 N. Y. Ont. and West.	214	214	214	214	214
200 Amer. Can.	45	45	45	45	2600 Pennsylvania R. R.	1154	1154	1154	1154	1154
100 Amer. Can. pfd.	95	95	95	95	1500 People's Gas (Chicago)	97	97	97	97	97
600 Amer. Linen Co.	185	185	184	184	400 Prest. Steel Car.	264	264	264	264	264
100 Amer. Linen Co.	185	185	184	184	500 Pressed Steel Car.	264	264	264	264	264
200 Amer. Sugar	125	125	125	125	500 Republic Lin. and S. L.	174	174	174	174	174
600 A. T. and S. Fe. com.	734	734	725	725	1000 Republic Lin. and S. L. pfd.	165	165	165	165	165
200 A. T. and S. Fe. pfd.	934	934	934	934	1000 Reading com.	1154	1154	1154	1154	1154
200 Atlantic Coast Line	125	125	125	125	1000 Reading 1st pf.	97	97	97	97	97
200 Brooklyn Rapid Transit	47	47	47	47	1000 Reading 2d pf.	214	214	214	214	214
200 Canada Southern	61	61	61	61	1200 Rock Island, pfd.	634	634	634	634	634
100 Canadian Pacific	1174	1174	1174	1174	1500 Rock Island, pfd.	614	614	614	614	614
100 Chesapeake and Ohio	31	31	31	31	Sloss... pfd.	84	84	84	84	84
100 C. & O. pfd.	164	164	164	164	1000 Sloss... pfd.	84	84	84	84	84
200 C. & O. and St. L.	1454	1454	1454	1454	1000 S. L. and Southwest, pfd.	314	314	314	314	314
100 Colo. Fuel and Iron	32	32	32	32	1000 S. L. and Southwest, pfd.	314	314	314	314	314
100 Colo. Southern com.	125	125	125	125	1000 Southern Pacific	454	454	454	454	454
200 Colo. Southern 1st pf.	354	354	354	354	1000 Southern Railway, com.	214	214	214	214	214
200 Colo. Southern 2d pf.	354	354	354	354	1000 Southern Railway, pfd.	854	854	854	854	854
200 Continental Tobacco, pfd.	1104	1104	1104	1104	1000 Seaboard Air Line, pfd.	154	154	154	154	154
1000 Consolidated Gas	293	293	293	293	1000 Texas Coal and Iron, pfd.	354	354	354	354	354
1000 Delaware and Hudson	154	154	154	154	1000 Texas Pacific	84	84	84	84	84
1000 Erie and West.	234	234	234	234	1000 Union Pacific	84	84	84	84	84
1000 Erie, 1st pf.	254	254	254	254	1000 United States Leather	104	104	104	104	104
1000 Erie, 2d pf.	354	354	354	354	1000 United States Steel	56	56	56	56	56
1000 General Electric	165	165	165	165	1000 V. A. Car. Chemical, com.	284	284	284	284	284
1000 Louisville and Nashville	1204	1204	1204	1204	1000 V. A. Car. Chemical, pfd.	1014	1014	1014	1014	1014
1000 Manhattan	1243	1243	1243	1243	1000 Wisconsin, pfd.	384	384	384	384	384
1000 Metro. Street Railway	113	113	113	113	1000 Wisconsin Central, pfd.	18	18	18	18	18
1000 Mexican Central	292	292	292	292	Total sales 155,100.	374	374	374	374	374
500 Mo. Kan. and Tex. com.	174	174	174	174						
Mo. Kan. and Tex. pfd.	174	174	174	174						

CLOSING BOND QUOTATIONS.

U. S. refunding 2s, registered	1054	1054	1054	1054	Chicago and Northwestern com. 7s	1244	1244	1244	1244	Norfolk and Western com. 4s	924	924	924	924
U. S. 3s, registered	1064	1064	1064	1064	Chicago, R. I. and St. L. com.	904	904	904	904	Oregon Short Line 4s and Partic.	94	94	94	94
U. S. 4s, registered	1074	1074	1074	1074	Chicago Terminal 4s	954	954	954	954	Pennsylvania conv. 31s...	964	964	964	964
U. S. 5s, New 2s, registered	1084	1084	1084	1084	Consolidated General 4s	964	964	964	964	Reading General 4s	984	984	984	984
U. S. Old 4s, registered	1074	1074	1074	1074	Erie prior Lin. 4s	954	954	954	954	Reading General 4s	984	984	984	984
U. S. Old 4s, coupon	1084	1084	1084	1084	Seaboard Air Line 4s	984	984	984	984	Seaboard Air Line 4s	984	984	984	984
U. S. New 4s, registered	1094	1094	1094	1094	Hocking Valley 4s	1044	1044	1044	1044	Southern Railway 4s	1054	1054	1054	1054
U. S. Old 4s, coupon	1084	1084	1084	1084	Texas and Pacific 4s	1084	1084	1084	1084	Texas and Western 4s	1084	1084	1084	1084
U. S. Old 4s, registered	1074	1074	1074	1074	Union Pacific 4s	1024	1024	1024	1024	Union Pacific conv. 4s	944	944	944	944
U. S. Old 4s, coupon	1064	1064	1064	1064	Union Pacific conv. 4s	954	954	954	954	Union Pacific conv. 4s	954	954	954	954
U. S. New 4s, registered	1084	1084	1084	1084	Central of Georgia 2d Inc.	914	914	914	914	Central of Georgia 2d Inc.	914	914	914	914
U. S. New 4s, coupon	1074	1074	1074	1074	Northern Pacific 3s	1244	1244	1244	1244	Norfolk and Western 4s	924	924	924	924
U. S. New 4s, registered	1084	1084	1084	1084	Oregon Short Line 4s and Partic.	944	944	944	944	Oregon Short Line 4s and Partic.	944	944	944	944
U. S. New 4s, coupon	1074	1074	1074	1074	Pennsylvania conv. 31s...	964	964	964	964	Pennsylvania conv. 31s...	964	964	964	964
U. S. Old 4s, registered	1074	1074	1074	1074	Reading General 4s	984	984	984	984	Reading General 4s	984	984	984	984
U. S. Old														